



A Talk With the Next IMO SecGen?

We met up with Mr. Jeffrey G. Lantz, Director of Commercial Regulations and Standards, US Coast Guard. Lantz is one of a handful of names in the running to take over as Secretary-General at IMO this summer.

/// National Oceanic Atmospheric Administration (NOAA), a US federal agency, is the only hydrographic authority worldwide to make its ENC's effectively free to mariners. Is this a model you'd like to see adopted elsewhere?

I think you need to look at NOAA and the reasons why they do it free. NOAA is the only authority in the world that's required to make the data publicly available. They're only allowed to sell the data for a minimal amount and then to just recover their costs. In the end, any monies they collect go directly to the US Treasury, not to the agency itself.

Other agencies in other countries aren't under this constraint. Therefore, to conclude that it should be adopted elsewhere is not necessarily realistic.

With that said, NOAA's reason for making ENC's free was that they think that it would

help with implementation, adoption and use of ENC's. I think we've made about 67.3 million of these available in 2010, which is, by far, the largest amount made available by any country.

The United States is seen as a leader in terms of maritime security. What kinds of new initiatives do you expect to see coming in terms of security and the maritime industry?

First of all, I'd like to say that the US considers the maritime security regime as quite robust. We had a large hand in developing the international ship and port facility security (ISPS) code in the IMO with many countries helping out, so we were quite satisfied with the end result.

One of the things we are looking at is supply chain security. And there's certainly a

maritime component when you consider that 90 percent of the world's cargo is carried on ships at one time or another. What we're talking about there is ensuring that cargo is safe from the point of origin to the final point of destination.

Another aspect of this is resilience or restoration of maritime trade, should there be a security incident. I think it's to a large degree accepted that if there is a security incident in the maritime world, one of the biggest effects is the disruption to maritime trade as the world tries to sort it out, and figure out what risks are being presented.

If, internationally, you could develop some kinds of process whereby communications are exchanged and trade can be resumed quickly, I think that would be great benefit to the world. These are some of the things that the US is looking at, but it's a bit pre-ma-

ture at this point in time to say that we have any concrete proposals in either of these regards.

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Piracy is estimated to cost USD 7-12 billion per year. What's not being done that should be done, to stem this high toll? Is the USCG working to extend the role of Sea Marshall beyond US waters to the Horn of Africa?

First of all, you're absolutely right. Piracy is exacting a high toll on the industry. And the loss of four lives on S/V Quest, if it's not a game-changer, has certainly heightened our concern for piracy. At this point, I'm not sure the question is what should be done that isn't being done now. The industry, along with many countries' navies, is together doing a lot of things to prevent acts of piracy. And we need to make sure that pirates, when they're captured, are prosecuted to the fullest extent of the law.

It starts with the industry, via the shipowners: they need to make sure that they have done a risk analysis, and that they have taken the appropriate measures to address the risks posed by piracy.

In our view, the US, the maritime security regime and the ISPS code along with the vessel security plan, give an exact framework for shipowners to do this. And we also think that shipowners, in full participation of their flag state, need to consider the use of armed security guards, as one measure for closing those risks.

And I think it's important to note that Working Group 3 of the contact group for piracy off the coast of Somalia just concluded a meeting in Washington on the 28th of February. They have decided to develop

some guidelines with regard to onboard vessel security teams in order to help out vessel owners and other countries should they decide that it's the appropriate measure to take.

And I think it's also important to note that ITF and ICS recently changed their position with regard to armed security teams.

As for specific measures that the USCG might take with regard to US-flagged ships, I can't really comment on many of those. We have put out guidance that's available to the public on our web-site.

What makes you the best candidate as IMO Secretary-General?

I think my background working for the US Coast Guard for as long as I have has given me the positive leadership and the management skills to successfully lead IMO in the future. I've worked in the regulatory program with the US Coast Guard; which is a large regulatory program. And I've had many years of experience leading US delegations at IMO.

What would you characterize as the single greatest achievement of outgoing IMO Secretary-General Efthimios Mitropoulos? And what would you describe as the most pressing challenge facing the IMO in the short-term future?

The one that sticks out in my mind is how he has heightened awareness within the international community and IMO over the seafarer: safety, working conditions, the seafarer-shortage, the threat to seafarers from piracy. This has really helped IMO focus on the seafarer.

It's also important to note that, under his watch, IMO has completed the comprehensive review of the STCW convention. You know, we've adopted the 2010 amendments in Manila, and some of the provisions in there reflect his concerns for the seafarer.

I think the most pressing challenge to the maritime industry, meaning IMO, in the short term is piracy. It sounds like a contrite or short answer but that really is the most significant issue facing the maritime industry. Piracy has a potential to have a huge impact, as you can imagine, by upsetting international trade.

That said, IMO has a limited ability to directly affect the outcome of piracy. IMO has no ability to send forces, to prosecute pirates, or board and protect ships.

To take other issues more germane to IMO's world of work, I think the environmental issues, which are coming forward, are the most difficult for IMO to deal with. Look at air emissions, greenhouse gas emissions, MARPOL Annex V on garbage emissions; we just did a convention on ship recycling which really was an environmental convention. The environment is where the world is looking for the biggest improvements from shipping.

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The shipping industry is facing a clear shortage of seafarers in the coming years. Since this may have a significant impact on maritime safety, how do you propose regulators contribute to solving this problem?

As you know, seafaring is actually a pretty difficult life. Lots of travel, time away from family, the work is demanding, there's increasing demands on how much they need to know, their competency. Regulators absolutely need to keep this in mind when they're developing new requirements. We need to keep in mind the impact on the seafarer when considering design and operational requirements for ships. And I think that's beginning to happen.

I draw your attention to the STCW Convention, which was amended in 2010 in Manila. There, countries were able to push through requirements that provided a minimum amount of continuous hours of rest for



all seafarers and that's an important provision. Regulators have a role to play with the industry to promote seafaring as a viable career choice for both young men and women, and to focus on the contributions to shipping, how vital it is to today's globalized society. If we do a good job of designing regulatory standards, seafarers will be better off and happier, and that will lead to safer shipping.

What are your greatest concerns regarding the ongoing development and implementation of e-Navigation within IMO's working groups?

First off, I don't have any concerns with what's going on at IMO. I know there are different groups looking at it. But I think that there's a great deal of coordination going on. It's due in no small part to John Erik Hagen from Norway, who's doing a great job.

One of the big challenges to e-Navigation is the effort by many groups to turn the concept into a commercial vehicle, a specific technology or a way of doing things. E-Navigation is none of those. It's an attempt to harmonize and align efforts so that the technology and possible developments in

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shipboard navigation equipment and shore-side operations will be harmonized and thus cohesive and coordinated and ultimately provide for safer shipboard operations.

In terms of safety of maritime navigation, there is a tremendous range from nation to nation, in regards to the resources and commitment to producing ENCs and providing navigational support (VTSs, etc.). How can this situation be improved?

You highlighted a problem on the navigation side, but it's an issue that exists across the spectrum as developing countries seek to implement some of these requirements.

When it comes to the navigation improvements that you cited (VTS, ENCs), it is a real problem for many countries to spend the money necessary to put those in place. Some don't have the money. For some, it just isn't a priority. There are examples where countries have come together and been able to affect a region. The Marine Electronic Highway in the Singapore Straits is one example. The world community came together to rebuild the aids to navigation in Indonesia after the tsunami.

I think that developed countries need to be encouraged to share their technology with developing countries and look for opportunities to help them in a capacity-building way. The voluntary member audit scheme is one way to raise awareness and identify areas where assistance could be needed. Even when there are shortcomings in some countries, we need to identify how IMO and developed countries can contribute to developing countries and bring them along. It's an issue, and all countries need to come together to try to solve it. ///